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*Public Opinion in Philadelphia, 1789-1801.* By MARGARET WOODBURY. (Northampton, Mass., Smith College Studies in History. Pp. 138.)

In this thesis Dr. Woodbury has given a careful study of the capital of the nation at the time of the first sharp party division in national affairs and when Philadelphia had more and better newspapers than any other city in the country. Not the least interesting and important part is the conclusion in which in three pages we have an admirable summing up giving a clear view of the situation. The influence of the work of Professor McMaster is clearly discernible and we have an intelligent application of the methods of research and presentation which have made his volumes such interesting and valuable contributions to a knowledge of the American people and their opinions in current affairs. It is to be hoped that this will be the forerunner of a series of such intimate studies of local views concerning important eras and developments. The chief sources of the study are the newspapers and the pamphlets of the day. Alexander Hamilton naturally fills a large part of the well drawn picture.

CLINTON ROGERS WOODRUFF.

*Philadelphia.*

*The Street Surface Railway Franchises of New York City.* By HARRY JAMES CARMAN, Ph.D. (New York: Longmans, Green and Company. 1919. Pp. 248.)

This monograph traces the franchise history of the street surface railways of Manhattan Island. Seven hundred twenty-six railway companies have been organized to operate steam, surface, elevated and subway lines within the present limits of greater New York. Over four hundred of these are now extinct, about two hundred others have lost their identity, and many others are operating under a lease or agreement. This study is limited to those companies whose lines were consolidated to form the present street railway systems on Manhattan Island.

The history covers street railway grants under the following periods: previous to 1850, 1850-60, 1860-75, 1875-84, 1884-97. There are also special chapters on "The Fight for Broadway" (1852-84), on "The Era of Consolidation," and on "Franchise Grants under the Charter of Greater New York." A half dozen pages are devoted to an inclusive bibliography.

The study is based on a thorough search of sources and is a creditable doctor's thesis. It makes available to the student in detail the historical background of many of the present street railway difficulties.

The author deducts the following conclusions:

1. It can scarcely be said that New York City has ever had a scientific franchise policy; rather it has been blindly groping to evolve such a policy. Until the creation of the Greater City, the franchise-granting body, whether common council or state legislature, awarded franchises to those individuals or corporations offering the greatest monetary inducement or exercising the greatest political influence.

2. In making franchise grants, the public was utterly disregarded. Ordinances were rushed through with practically no opportunity for publicity or careful consideration.

3. The executives, both state and municipal, by their veto power made a greater effort to protect the interests of the public than did the legislative bodies.

4. The majority of the grants were given in perpetuity, were exclusive or monopolistic in character, and invariably brought little revenue to the city.

5. The franchise grants or contracts were loosely drawn and the conditions embodied therein were trivial in character; no provision was made for financial regulation.

6. Consolidation of the independent lines was accompanied by overcapitalization, high rentals, and stock-jobbing.

These observations force us to conclude that today, with the awakened interest in public affairs, the city should formulate a definite and comprehensive program with respect not only to its street railway franchises but also to other public utilities.

In this connection it is interesting to note the recommendations made by the committee on franchises of the National Municipal League at its Detroit meeting, November 22, 1917.

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*Policeman and Public.* By ARTHUR WOODS. (New Haven: Yale University Press. 1919. Pp. 178.)

Most of the few books published in this country on police work have been historical in style or purely technical. None compares with this volume of lectures by ex-Commissioner Arthur Woods of New